

York Stock Market

YORK, September 18.—Wall Street suffered to-day from one of its frequent attacks of nervousness, over uncertainties of politics. The source of uneasiness on this occasion was evident Taft's speech at Detroit in regard to the enforcement of the anti-trust law; Although this influence was less strenuously than has frequently been the case when politics has been uppermost, it was sufficient to bring about a reaction in the stock market. The handsome gains ordered on Saturday were erased off the list in short order when trading was resumed to-day. Later in the session, however, the market became stronger. Losses were gradually recovered, and at the close some stocks rallied slightly above Saturday's final figures.

In spite of the morning's decline, there was no important liquidation, and the memory of Saturday's rout being still fresh, bear traders were cautious. Business accordingly became dull. The declines were due to some extent to short selling, the bears circulating various reports of what the President would say in his speech. When the speech itself was available, it was seen that the prophecies which had alarmed some traders had not been borne out, and there was an improvement in sentiment.

The action of the market was disappointing to traders, who had expected a continuation of the upward movement. It was felt that in view of the enormous depreciation in the market values of securities from the high prices of the year and the absence of causes for alarm over fundamental conditions, stocks should appreciate and was sufficient to warrant the rise of last week. Right the demand appeared this mistake, the market seemed to when Hovey's flight. Suspension feet the local institutions—one in the gilding the other in Cincinnati without its sentimental wife, and rushed him to the airport. Longway quickly availed them-
win the other reports of govern-

In bid against corporation actions, a decline in United States for International Harvester. The at the end down to 101.34, its decisions of the year. New Haven.

The 21st, was exceptionally who won more than three 21.17 rd its recent heavy loss.

Pansy Sadding the issues were

first, features of the list,

second, Bon and preferred stocks

21.17 per cent gains in response to

Longway.

first, Gammt stocks on the early

V. third, perhaps 25,000 shares.

2.05 per cent financial condi-

Major was reflected in the Bank

first, Weekly statement. This

the Second, apparently as a

2.0415-18% on the bank for assist-

from institutions which were in-

involved in the entanglements which

brought about a crisis in the German

industrial world. The government's

lement of foreign trade in August

ived an unprecedented volume of

ports, the balance of trade in favor

this country surpassing all previous

ords for that month. Agricultural

products were not greatly changed

values from the same month a year

the increase being largely in other

products.

Bonds were irregular. Total sales,

ar value, \$1,457,000.

United States bonds were unchanged on call.

Total sales for the day, 494,600

shares.

New York, September 18.—Money on

call steady; 21-80% 2-8 per cent, run-

ning, 21-4; closing bid, 21-4.

Interest rates: 21-8 per cent;

sixty days, 21-1 per cent; ninety

days, 21-1 per cent; six months, 21-7-8 per cent.

Prime mercantile, 43-1 per cent.

Sterling exchange steady, with ac-

tual business in bankers' bills at

\$4,8225 for sixty-day bills and at

\$4,8620 for demand. Commercial bills,

\$42-1-2. Bar silver, 52-3-8. Mexican

dollars, 45.

RICHMOND STOCK MARKET.

By Richard W. Maury,

Stock and Bond Broker, 1015 E. Main Street,

Richmond, Va., Tuesday, September 18, 1911.

STATE SECURITIES.

Bid, Asked.

Illinoia, 2d, C. & H., 1911, \$11, 575.

Centuries, 2d, C. & H., 1911, \$11, 575.

RAILROAD BONDS.

Par.

NEW AND POWER Co., 100, 1711, 18.

Ry. and Power Co., 100, 20, 415.

AIRROAD STOCKS.

Par.

ATLANTIC AIR. Ohio, 100, 71.

Folk and Western, 100, 161.

F. and P. Div. Orl., 100, 161.

F. and P. T. P. Co. guar., 100, 160.

Others, Railways, 100, 160.

Railway com., 100, 161.

ATLANTIC BANK AND TRUST CO. STOCKS.

Stocks, 100, 161.

road, 100, 161.

Bank of Commerce and Trust, 100, 161.

National, 100, 161.

Bank of Virginia, 100, 161.

National and City Bank, 100, 161.

Winters National, 100, 161.

Eavins Bank of Richmond, 100, 161.

Union Bank of Richmond, 100, 161.

Virginia Trust Company, 100, 161.

MISCELLANEOUS.

VE-CAR. Chem. pfd., 8, p. c., 100, 116.

Quotations for interest-paying bonds are at p. c. to which interest must be added. Income bonds and certificates of indebtedness are flat.

BOND LIST.

A. L. R. R. Com. Tr., 4, p. c., 8.

C. & G. Gen'l. M. 4, 45, 8.

Georgia, Sou. & Fla., 1945, 8.

Georgia and Ala. Con., 1945, 8.

North and South Ry., 1945, 8.

Seaboard Adm. 1st, 100, 161.

Southern Ry. 1st, 100, 161.

Co. R. Dev. and G. M., 1945, 8.

Western N. C. 1st, 100, 161.

Western N. C. 2d, 100, 161.

STREET RAILWAY BONDS.

Nor. and Port. Trac. Co., 58, 87.

Va. Ry. and Power Co., 58, 87.

STREET RY. STOCKS.

Par.

NEW AND POWER Co., 100, 1711, 18.

Ry. and Power Co., 100, 20, 415.

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Folk and Western, 100, 161.

F. and P. Div. Orl., 100, 161.

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BOND LIST.

American Tobacco Company, 8.

Atlantic Coast Line 1st (bid), 8.

A. L. R. R. and N. C. (bid), 8.

Chesapeake and Ohio 1st (bid), 8.

Chesapeake and Ohio 2nd (bid), 8.

Atlantic Coast Line 2d (bid), 8.

Atlantic Coast Line 3d (bid), 8.

Atlantic Coast Line 4d (bid), 8.

Atlantic Coast Line 5d (bid), 8.

Atlantic Coast Line 6d (bid), 8.

Atlantic Coast Line 7d (bid), 8.

Atlantic Coast Line 8d (bid), 8.

Atlantic Coast Line 9d (bid), 8.

Atlantic Coast Line 10d (bid), 8.

Atlantic Coast Line 11d (bid), 8.

Atlantic Coast Line 12d (bid), 8.

Atlantic Coast Line 13d (bid), 8.

Atlantic Coast Line 14d (bid), 8.

Atlantic Coast Line 15d (bid), 8.

Atlantic Coast Line 16d (bid), 8.

Atlantic Coast Line 17d (bid), 8.

Atlantic Coast Line 18d (bid), 8.

Atlantic Coast Line 19d (bid), 8.

Atlantic Coast Line 20d (bid), 8.

Atlantic Coast Line 21d (bid), 8.

Atlantic Coast Line 22d (bid), 8.

Atlantic Coast Line 23d (bid), 8.

Atlantic Coast Line 24d (bid), 8.

Atlantic Coast Line 25d (bid), 8.

Atlantic Coast Line 26d (bid), 8.

Atlantic Coast Line 27d (bid), 8.

Atlantic Coast Line 28d (bid), 8.

Atlantic Coast Line 29d (bid), 8.

Atlantic Coast Line 30d (bid), 8.

Atlantic Coast Line 31d (bid), 8.

Atlantic Coast Line 32d (bid), 8.

Atlantic Coast Line 33d (bid), 8.